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Patent Claims

1. A driving assistance apparatus for cruise control
5 for a vehicle (10, 27), having receiving means (25) for
reception of a danger alarm (54, 70), which is
transmitted without the use of wires at least outside
the vehicle (10, 27), and/or of a switch-off command
10 (35), which is formed by a transmitting/receiving
device (30) in the vehicle (10, 27) from the danger
alarm (54, 70), wherein the driving assistance
apparatus is designed for self-deactivation as a
function of the danger alarm (54, 70) and/or cannot be
activated as a function of the danger alarm (54, 70),
15 characterized
in that the driving assistance apparatus is designed
for self-deactivation and/or cannot be activated in
conjunction with the danger alarm (54, 70) as a
function of a current speed of travel (v1) of the
20 vehicle (10, 27).

2. A driving assistance apparatus for cruise control
for a vehicle (10, 27), having receiving means (25) for
reception of a danger alarm (54, 70), which is
25 transmitted without the use of wires at least outside
the vehicle (10, 27), and/or of a switch-off command
(35), which is formed by a transmitting/receiving
device (30) in the vehicle (10, 27) from the danger
alarm (54, 70), wherein the driving assistance
30 apparatus is designed for self-deactivation as a
function of the danger alarm (54, 70) and/or cannot be
activated as a function of the danger alarm (54, 70),
characterized
in that the driving assistance apparatus is designed
35 for self-deactivation and/or cannot be activated in
conjunction with the danger alarm (54, 70) as a

function of the current distance (d) from a preceding vehicle (27).

3. The driving assistance apparatus as claimed in one
5 of the preceding claims, characterized
in that the apparatus is designed for self-deactivation
and/or cannot be activated in conjunction with the
danger alarm (54, 70) as a function of a preset speed
of travel.

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4. The driving assistance apparatus as claimed in one
of the preceding claims, characterized
in that the apparatus is designed to reduce the speed
of travel (vl) of the vehicle (10, 27) before its self-
deactivation.
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5. The driving assistance apparatus as claimed in one
of the preceding claims, characterized
in that the apparatus cannot be activated for a
20 predetermined latency time after reception of the
danger alarm (54, 70).

6. The driving assistance apparatus as claimed in one
of the preceding claims, characterized
25 in that the apparatus can receive the danger alarm (54,
70) or the switch-off command (35) via a bus in the
vehicle.

7. The driving assistance apparatus as claimed in one
30 of the preceding claims, characterized
in that the danger alarm (54, 70) is transmitted by a
fixed-position transmitting device (30, 70) or by a
vehicle transmitting device (30, 70) provided in a
second vehicle (10, 27).

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8. The driving assistance apparatus as claimed in one of the preceding claims, characterized in that the apparatus has output means for outputting in particular visual and/or audible and/or tactile warning information (46) to the driver (14) of the vehicle (10, 27).
9. The driving assistance apparatus as claimed in claim 8, characterized in that the output means output the warning information (46) before deactivation of the driving assistance apparatus (19).
10. The driving assistance apparatus as claimed in claim 8 or 9, characterized in that the self-deactivation is carried out when the driver (14) has acknowledged the warning information (46) by means of a predetermined control action.
11. The driving assistance apparatus as claimed in claim 8 or 9, characterized in that the self-deactivation is carried out when the driver (14) does not acknowledge the warning information (46).
12. The driving assistance apparatus as claimed in one of the preceding claims, characterized in that the apparatus is designed for adaptive cruise control which takes account of the distance (d) from a preceding vehicle (27).
13. A transmitting/receiving device (30) for interaction with a driving assistance apparatus (19) as

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claimed in one of the preceding claims, characterized in that the device has receiving means (32) for reception of a danger alarm (54, 70), which is transmitted without the use of wires at least outside 5 the vehicle (10, 27), and in that the device has interface means (34) for transmission of the danger alarm (54, 70) and/or of a switch-off command (35), which is formed from the danger alarm (54, 70), to the driving assistance apparatus (19).

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14. The driving assistance apparatus as claimed in one of claims 1 to 12 or the transmitting/receiving device (30) as claimed in claim 13, characterized in that the apparatus or device has a program code 15 which can be run by a processor which, in particular, is contained in a traction control apparatus and/or a motor or engine control apparatus for a traction motor or engine (16) in the vehicle (10, 27).

20 15. A storage means having a driving assistance apparatus and/or a transmitting/receiving device (30) as claimed in claim 14.

25 16. A vehicle, in particular a passenger vehicle, characterized in that the vehicle contains a driving assistance apparatus (19) as claimed in one of claims 1 to 12 or 14, and/or a transmitting/receiving device (30) as claimed in claim 13 or 14, and/or a storage means as 30 claimed in claim 15.

35 17. A method for cruise control of a vehicle (10, 27), in which a danger alarm (54, 70), which is transmitted without the use of wires at least outside the vehicle (10, 27), and/or a switch-off command (35), which is formed from the danger alarm (54, 70), are/is received,

wherein the cruise control is deactivated as a function of the danger alarm (54, 70) and/or cannot be activated as a function of the danger alarm (54, 70), characterized

- 5 in that the cruise control is deactivated and/or cannot be activated in conjunction with the danger alarm (54, 70) as a function of the current speed of travel (v₁) of the vehicle (10, 27).

- 10 18. A method for cruise control of a vehicle (10, 27), in which a danger alarm (54, 70), which is transmitted without the use of wires at least outside the vehicle (10, 27), and/or a switch-off command (35), which is formed from the danger alarm (54, 70), are/is received,
- 15 wherein the cruise control is deactivated as a function of the danger alarm (54, 70) and/or cannot be activated as a function of the danger alarm (54, 70), characterized
in that the cruise control is deactivated and/or cannot be activated in conjunction with the danger alarm (54, 70) as a function of the current distance (d) from a preceding vehicle (27).